INSIGHT ECONOMICS

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Economic Assessment of Proposed Rogerson Block Development for Fast-Track Referral

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1. Executive Summary

Context

Rogerson Block Development is a combined residential and industrial development within the wider SL1 area. The Rogerson Block comprises circa 43 hectares, which will be split into approximately 13 hectares of medium density residential development and 28 hectares of industrial development (the **proposal**). To expedite development, the applicant is seeking consent for the proposal under the Fast-track Approvals Act 2024 (**FTAA**). To assist, this report provides a high-level assessment of the likely economic effects of the proposal—particularly its impacts on the housing market, GDP, employment, and household incomes. It also considers a range of wider economic effects arising from the development.

Key Findings

The proposal will create significant one-time boosts in GDP, jobs, and incomes, particularly during construction. Over a five-year period, including flow-on effects, we estimate that the development could have the following national impacts:

- A one-time boost in national GDP of around $312 million;
- Employment for 2,015 FTE-years (or 404 people employed full-time for 5 years);
- Additional household incomes of $179 million; and
- Indicative GST payments of $47 million.

At full build-out, the proposal's industrial area could sustain the following activity:

- Full-time employment for 720 people;
- Annual GDP of $130 million;
- $58 million paid annually in wages/salaries; and
- Indicative GST payments of almost $20 million.

In addition, the proposed development will generate the following housing market impacts:

- **Significant Boost in Housing Supply**: The proposal enables approximately 205 new dwellings, which will help the market be more responsive to growth in demand, thereby reducing the rate at which local house prices grow over time (relative to the status quo).
- **Land Market Competition**: The proposal will help to foster competition in the local land market, which is a cornerstone of economic efficiency.
- **Providing a Variety of Dwellings**: The proposal caters to a variety of needs and preferences by providing for a range of dwelling typologies.

Finally, the proposal will generate a range of wider economic and social benefits, including:

- **Significant Boost in Industrial Supply**: The proposal enables approximately 79,500 m^2 of new industrial floorspace, which will help meet expected future demand in the local area and support a more responsive industrial market.

- **Ongoing Local Economic Support**: As new residents move to the area, they will help create critical mass to support the ongoing health and vitality of nearby centres, including the CBD.

- **Highest and Best Use of Land**: The proposal enables the subject land to be put to its highest and best use, which is a precondition for economic efficiency to hold in the underlying land market.

- **Investment Signal Effects**: The development will provide a strong signal of confidence in the local economy, which may help spur on, accelerate, or bring forward other developments

Conclusion

Overall, the proposal delivers both significant short-term economic gains and sustained long-term benefits for the region. It enables new housing and industrial capacity in a strategically recognised growth area and aligns with key transport and spatial planning priorities. Specifically, the proposal:

- Supports the delivery of regionally significant infrastructure (Criterion 22(2)(a)(ii));

- Increases housing supply and contributes to a well-functioning urban environment (Criterion 22(2)(a)(iii));

- Delivers significant economic benefits through construction activity and ongoing industrial employment (Criterion 22(2)(a)(iv); and

- Aligns with the Future Proof Strategy and wider regional planning documents (Criterion 22(2)(a)(x)).

The fast-track process ensures these benefits are realised sooner than traditional development pathways would otherwise normally allow. Accordingly, we support the proposal on economic grounds.

2. Introduction

2.1. Context

Southern Links 1 (**SL1**) is an emerging growth cell spanning an area of more than 440 hectares on the southern edge of Hamilton City. A large share of the SL1 land is strategically owned by several motivated landowners with similar goals and ambitions for the site (the **applicants**). Once developed, SL1 will provide more than 9,000 new homes, 110 hectares of additional industrial land, a neighbourhood centre, and a network of open spaces.

Rogerson Block Development is a combined residential and industrial development within the wider SL1 area. Graeme Rogerson is part of a well-established group of developers involved in a consortium that has been established for some time that represent the bulk of the SL1 growth cell, recognised by Future Proof and the development community in the Waikato. Strong synergies with the listed (Southern Links 1 Stage 1 Industrial and Stage 1 Residential) Fast-Track project exist.

The Rogerson Block comprises circa 43 hectares, which will be split into approximately 13 hectares of medium density residential development and 28 hectares of industrial development (the **proposal**).

To expedite development of the proposal, the applicants are seeking consent under the Fast-track Approvals Act 2024 (**FTAA**). To assist, this report provides a high-level assessment of the likely economic effects of the proposal—particularly its impacts on the housing market, GDP, employment, and household incomes. It also considers a range of wider economic effects arising from the development.

2.2. Criteria for Assessing Referral Applications

The FTAA is a new, permanent fast-track approvals regime for projects of national and regional significance. It aims to remove barriers that have historically made it difficult to deliver the infrastructure and development New Zealand needs. Under section 22 of the Act, proposals may be referred to an expert panel for fast-track consenting where the Minister is satisfied that the project meets the purpose of the Act and has the potential to deliver significant regional or national benefits.

In considering whether to refer a project, the Minister may consider a range of factors set out in Section 22(2)(a). To assist decision makers, this report provides an assessment of the proposal against two of those criteria from an economic perspective. Specifically, it considers whether the project:

ii. Delivers new or supports existing regionally/nationally significant infrastructure.

iii. Will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020).

iv. Will deliver significant economic benefits.

x. Is consistent with local/regional planning documents and spatial strategies.

2.3. Structure of this Document

The remainder of this document is structured as follows:

- **Section 3** identifies the subject site and provides indicative development yields.
- **Section 4** estimates the one-time impacts of the proposal's future development.
- **Section 5** estimates the annual impacts of non-residential activities sustained on-site.
- **Section 6** assesses the likely impacts of the proposal on the local housing market.
- **Section 7** considers a range of wider economic impacts of the proposal.
- **Section 8** provides a checklist against the FTAA referral criteria.

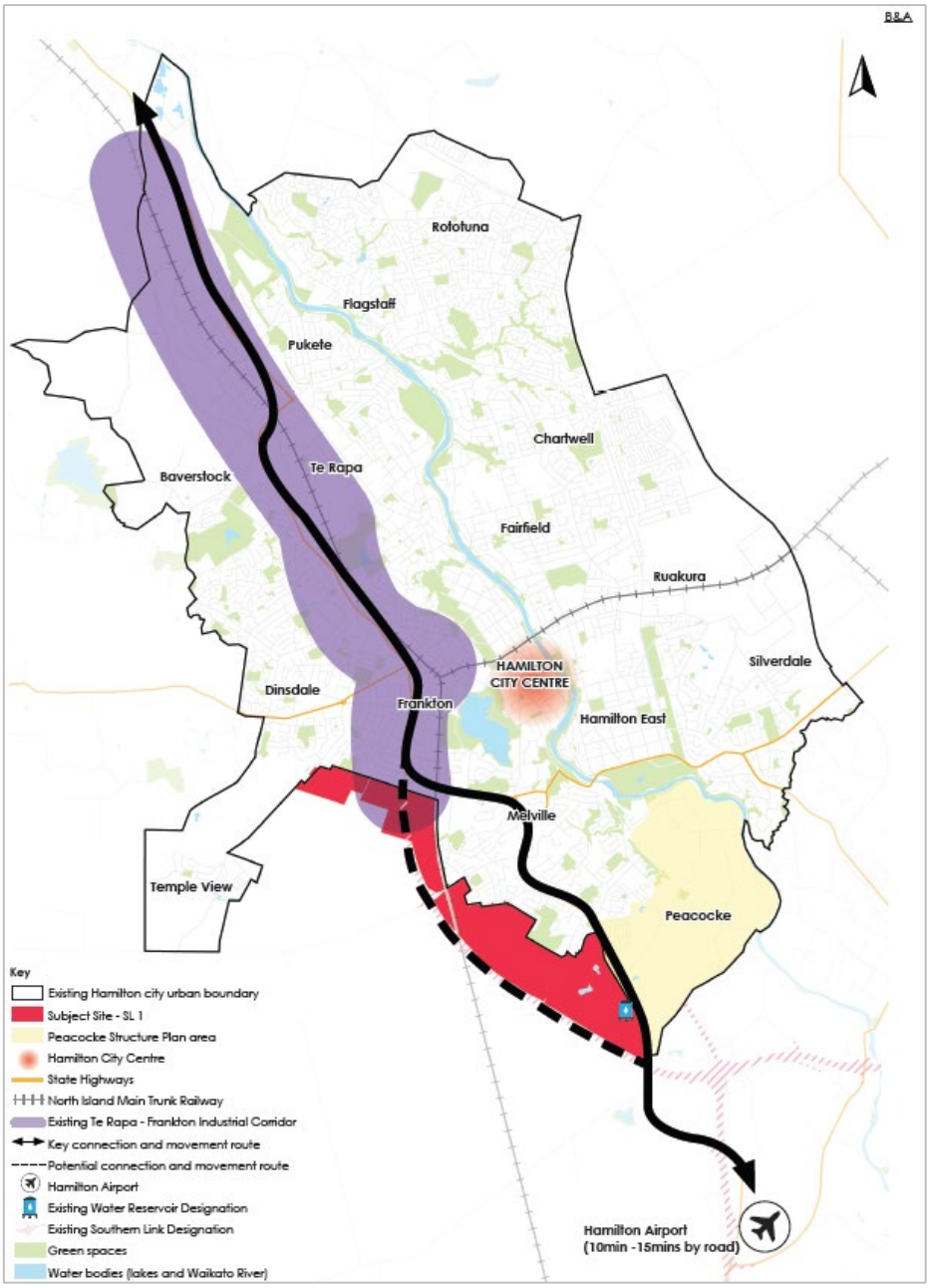
3. About the Proposal

This section briefly describes the proposed development.

3.1. SL1 Location and Description

SL1 is an emerging growth cell located on the southern edge of Hamilton City, in Waipa District. It spans more than 440 hectares and is zoned rural under the Waipa District Plan. The location of the SL1 land is shown in red in Figure 1 below.

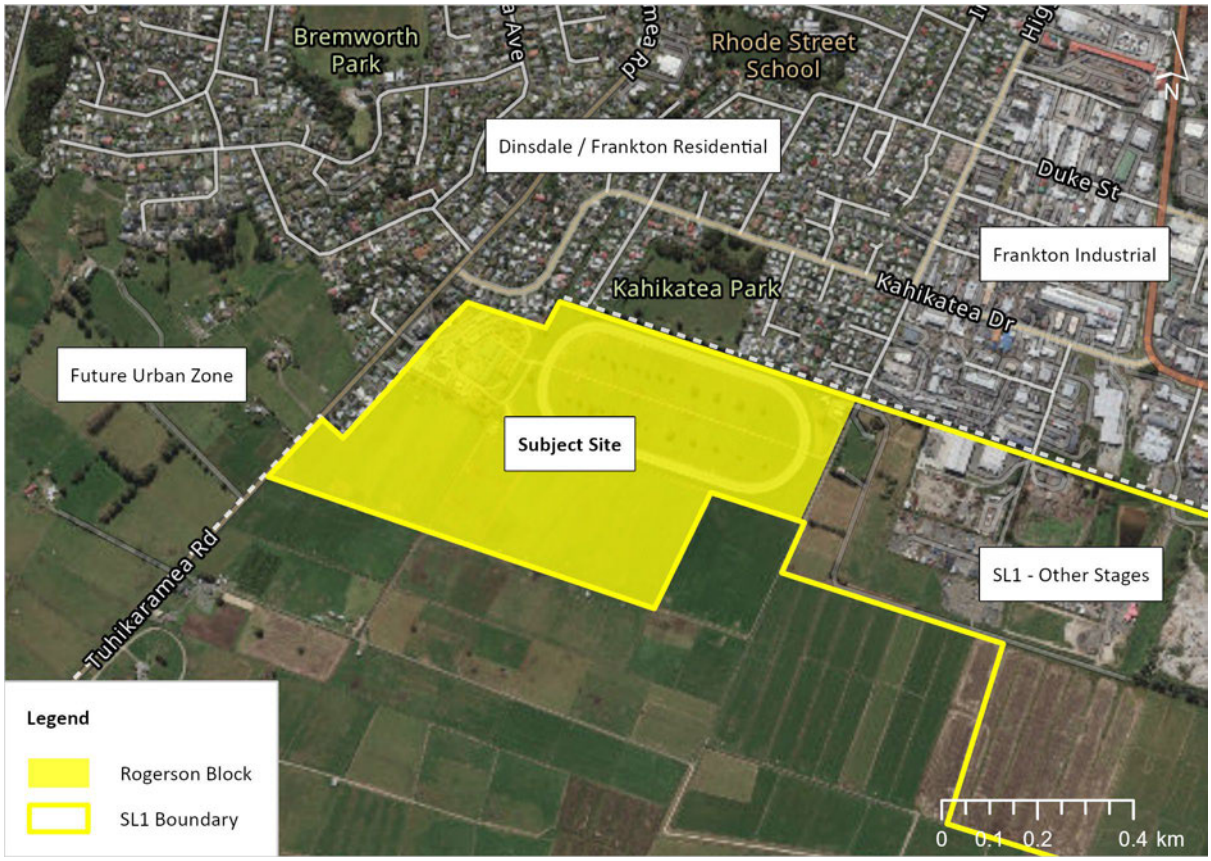
Figure 1: Location of SL1 Land



3.2. Rogerson Block Location and Description

The Rogerson Block is located at the western extent of the SL1 growth area. It is bound by the Hamilton City urban boundary to the north and west, and rural land to the south and east. Figure 2 below shows the site in its immediate receiving environment, which includes the Dinsdale / Frankton residential areas, the Frankton industrial node, and Future Urban zoned land.

Figure 2: Rogerson Block Receiving Environment



3.3. About the Development

Rogerson Block Development is a combined residential and industrial development within the wider SL1 area. The Rogerson Block comprises circa 43 hectares, which will be split into approximately 13.1 hectares of medium density residential development and 28.4 hectares of industrial development. The residential component of the proposal will comprise circa 205 residential units, primarily medium-density (300 m^2 allotments), of varying typologies such as terraced, duplex and detached dwellings. The industrial component of the proposal will comprise circa 30 industrial allotments of varying size, including less than 5,000 m^2 (small lots), 5,000 m^2 to 10,000 m^2 (medium lots), and over 10,000 m^2 (large lots), to provide for a range of uses from small-scale manufacturing or workshops to light industrial workshops and warehouses. The Rogerson Block masterplan is shown in Figure 3 below, and contained within the Urban Design Memorandum.

Figure 3: Indicative Masterplan

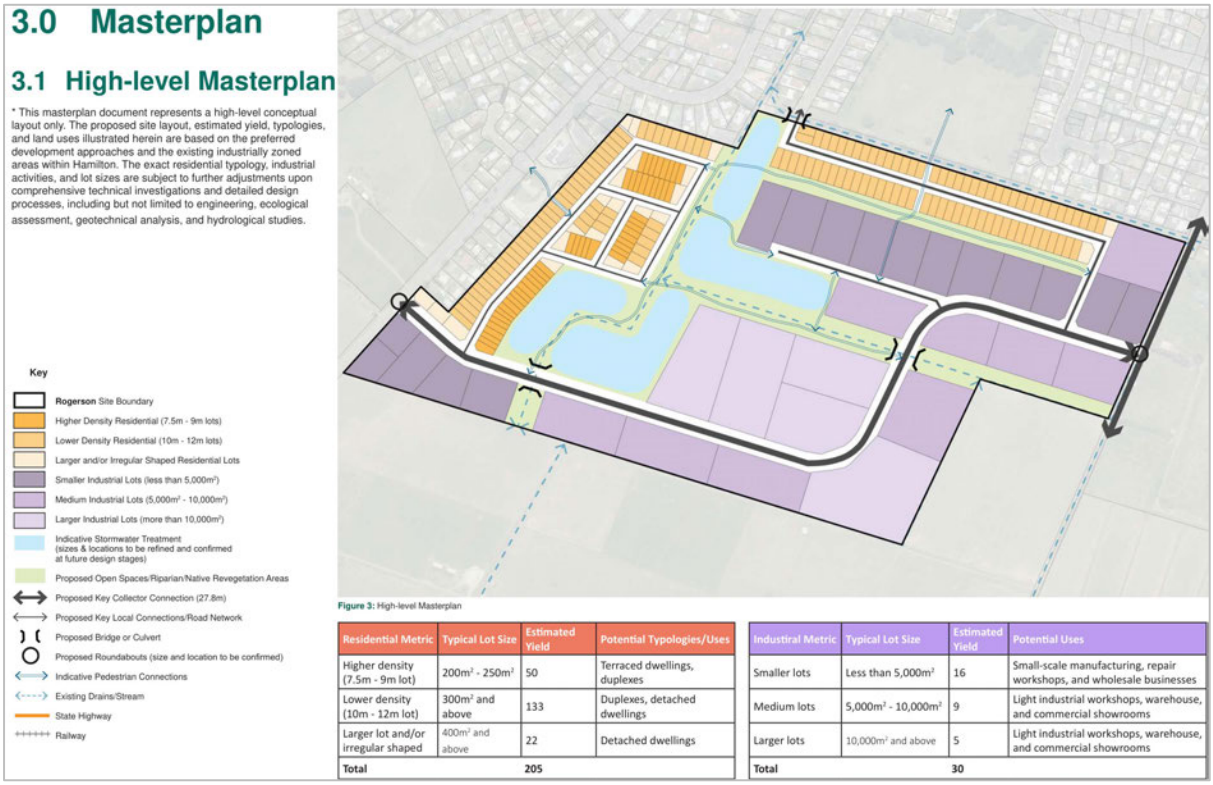


Figure 3: High-level Masterplan

Residential Metric	Typical Lot Size	Estimated Yield	Potential Typologies/Uses
Higher density (7.5m - 9m lot)	200m² - 250m²	50	Terraced dwellings, duplexes
Lower density (10m - 12m lot)	300m² and above	133	Duplexes, detached dwellings
Larger lot and/or irregular shaped	400m² and above	22	Detached dwellings
Total		205	

Industrial Metric	Typical Lot Size	Estimated Yield	Potential Uses
Smaller lots	Less than 5,000m²	16	Small-scale manufacturing, repair workshops, and wholesale businesses
Medium lots	5,000m² - 10,000m²	9	Light industrial workshops, warehouse, and commercial showrooms
Larger lots	10,000m² and above	5	Light industrial workshops, warehouse, and commercial showrooms
Total		30	

The residential development is underpinned by a series of design principles, which focus on creating a well-connected, legible and integrated community on Hamilton City's urban fringe. The proposed transport network utilises the existing connection points, specifically on Tuhikaramea Road and Karen Crescent, to ensure the community is supported by local roads, cycle connections and pedestrian pathways, to create an accessible and legible development. As aforementioned, a range of housing typologies and densities are proposed to meet the growing and changing needs of the housing market to ensure there are options for future residents. Each typology has been thoughtfully located, based on opportunities and constraints, with density ranging from terraced, duplex and detached dwellings to ensure integration with the adjoining urban footprint.

A thoughtful open space network will buffer the residential component of this proposal from the industrial component, with a proposed 20-metre-wide green buffer and artificial wetlands, to provide amenity for local residents and create a functional development. A series of four artificial wetlands will provide both a stormwater function and amenity function.

The larger east-to-west spine road, of approximately 27.8 metres in width, will provide for the movement of people and vehicles through the site. Two additional transport corridors will be provided from this spine road to provide logical access for the industrial allotments. The industrial allotments have been thoughtfully located, with the small lots adjoining the proposed residential development and the larger lots integrating with the neighbouring proposed industrial development of the wider SL1 development and adjoining rural land.

The development will be appropriately serviced via a robust infrastructure strategy, which includes utilisation of existing services, the stormwater wetlands, and, if required, new water bores.

3.4. Anticipated Development Yields

Table 1 below summarises the number of lots anticipated by the proposal by land use type.

Table 1: Anticipated Development Yields

Proposed Land Use	Typical Lot Size	# of Lots
Residential	300 m²	205
Industrial (small lots)	< 5,000 m²	16
Industrial (medium lots)	5,000 m² – 10,000 m²	9
Industrial (large lots)	10,000 m² +	5

To estimate the amount of floorspace enabled in the proposal industrial area, we first deducted an allowance of 30% of the gross land area to accommodate infrastructure and roading requirements, resulting in an indicative net developable industrial area of 19.9 hectares, as set out in Table 2 below.

Table 2: Indicative Net Developable Industrial Area Enabled by the Proposal

Measure	Value (ha)
Gross industrial land area	28.4
Less infrastructure allowance (30%)	8.5
Net developable industrial land area	**19.9**

Based on current development patterns within Hamilton City's industrial zones, we adopt an indicative floor area ratio (**FAR**) of 0.4,[1] which translates to approximately 79,500 m² of new gross floor area (**GFA**). We assume 90% of this GFA will be used for industrial activities, with the remaining 10% allocated to supporting commercial uses (e.g., food and beverage services for workers).

[1] The floor area ratio (FAR) is calculated by dividing GFA by land area. The FAR for each property was computed, and the median of these values was taken as the representative FAR.

4. One-Time Impacts of Development

This section estimates the one-time impacts of the Rogerson Block development.

4.1. Introduction

In the previous section we showed that the proposed development could deliver approximately 205 new homes plus 79,500 m^2 of industrial floorspace. Constructing these new buildings, and preparing the land for development (not to mention installing all necessary infrastructure and obtaining all necessary consents) will have significant one-time economic impacts on GDP, jobs, and wages.

4.2. Methodology

We quantified these one-time economic impacts using a special technique called multiplier analysis, which traces the impacts of additional economic activity in one sector – such as construction – through its supply chain to estimate the overall impacts, including flow-on effects. These comprise two parts:

- **Direct impacts** – which capture all on-site and off-site activities directly related to the proposal's development, e.g., home builders and their various subcontractors and suppliers, some of which will be on-site, and some of which will be off-site.

- **Indirect effects** – which capture additional (supply-chain) impacts arising when businesses working directly on the project source goods and services from their suppliers, who in turn may need to source goods and services from their own suppliers, and so on.

These economic impacts are measured in various ways, including:

- **Contributions to GDP (**or **value-added)** – GDP measures the difference between a business' inputs (excluding wages and salaries) and the value of its outputs. It captures the value that a business adds to its inputs to create its own outputs, hence the term "value-added."

- **Total FTEs** – which equals the total number of full-time equivalent workers employed.

- **Total Jobs** – which is the total number of people employed, i.e., including both part-time and full-time workers.

- **Total wages and salaries** – which equals the total amount paid in wages and salaries.

For example, when a construction firm wins a new project, they will subcontract various parts of the build to other companies, such as glaziers, tilers, plumbers, electricians etc. Those subcontractors, in turn, will then usually need to source additional materials and services from their suppliers, who may then need to source materials and services from their suppliers, and so on. Multiplier analysis enables the impacts of these supply chain interactions to be captured to estimate the overall impact of the new building project, including its direct and flow-on (supply chain) effects.

For completeness, we also provide broad-brush estimates of potential GST payments based on the GDP (i.e., value-added) created.

4.3. Development Assumptions

Our analysis incorporates various assumptions about the likely scale and cost of future development. Because reliable information was available on likely residential and industrial yields, we started with those. Specifically, we first estimated the costs of all residential and industrial construction. Then, we estimated planning/consenting and earthworks/infrastructure costs as percentages of those. Specifically, we estimated planning and consenting costs equal to 2% of total construction costs, and earthworks/infrastructure equal to 20% of construction costs (based on our experience with similar developments elsewhere in New Zealand).

Table 3 displays our notional residential development assumptions, which include average dwelling sizes by type and associated build costs[2], for the 205 new dwellings enabled. Overall, residential construction costs are estimated at $80 million in today's dollars.

Table 3: Residential Development Assumptions

Dwelling Types	# of New Dwellings	Average Size GFA m^2	Build Cost $/$m^2$ GFA	Total Build Cost $m
Stand-alone (small)	60	120	$2,900	$20
Stand-alone (large)	105	150	$2,900	$45
Terrace/duplexes	40	120	$2,800	$15
Totals	**205**	**n/a**	**n/a**	**$80**

Next, Table 4 combines our notional estimates of industrial floorspace with associated build costs to yield estimated total construction costs of $245 million in today's dollars.

Table 4: Indicative Industrial Development Assumptions

Activity	Total GFA m^2	Build Cost $/$m^2$	Total Cost $m
Industrial	71,570	$3,000	$215
Commercial	7,950	$3,700	$30
Totals	**79,520**	**n/a**	**$245**

Based on the tables above, total construction costs equal $325 million, from which we then derived:

- $7 million for planning, designing, and consenting costs (i.e. 2% of build costs); and
- $65 million for infrastructure and civil works costs (i.e. 20% of build costs).

4.4. Summary of Development Costs

Table 5 summarises the estimated total cost of the proposal across the four key activities based on the assumptions set out above, which equal $397 million in today's dollars.

[2] Build costs were based on average values over the year to March 2025 in Hamilton City and Waipa District, as reported in building consent data.

Table 5: Summary of Estimated Development Costs ($ millions)

Development Activity	$ millions
Planning/design/consent	$7
Civil works & infrastructure provision	$65
Residential construction	$80
Industrial construction	$245
Total Development Cost	**$397**

Finally, these costs were mapped[3] to sectors of the regional/national economy then overlaid with the latest economic multipliers to derive the one-off impacts of development, as set out below.

4.5. Estimated Impacts on GDP, Jobs, and Wages

Table 6 presents the one-time impacts of the Rogerson Block development based on the methodology, inputs, and assumptions described above. All activities are assumed to occur over a 5-year period.

Table 6: One-Time Economic Impacts of Development by Activity (spread over 5 years)

	Planning & Design	Infrastructure & Civil Works	Residential Construction	Industrial Construction	Development Totals
Annual Jobs					
Direct impacts	5	31	23	51	110
Indirect impacts	4	40	65	211	320
Total	**9**	**71**	**88**	**262**	**429**
Annual FTEs					
Direct impacts	5	30	23	49	105
Indirect impacts	3	38	61	198	299
Total	**8**	**67**	**83**	**246**	**404**
Total Wages $m					
Direct impacts	$3	$15	$10	$25	$52
Indirect impacts	$2	$15	$25	$85	$127
Total	**$4**	**$30**	**$35**	**$110**	**$179**
Total GDP $m					
Direct impacts	$4	$20	$15	$45	$84
Indirect impacts	$3	$30	$45	$150	$228
Total	**$7**	**$50**	**$60**	**$195**	**$312**

In summary, we estimate that:

- Future planning/design/consenting will create full-time employment for 8 people over the 5-year development period, generating total wages/salaries of $4 million;

[3] This exercise is straightforward for property development projects like this because three of the four key activities identified map directly to sectors in the economic multipliers dataset. Only the fourth activity – planning, design, and consenting – required a more detailed mapping. It was allocated to three sectors: scientific, architectural, and engineering services; legal and accounting services; and advertising, market research, and management services.

- Land development (including infrastructure provision and all other civil works) will create full-time work for 67 people, with $30 million paid in wages/salaries;

- Residential construction will provide full-time work for nearly 83 people, with $35 million paid in wages and salaries; and

- Industrial construction will provide full-time work for 246 people, with $110 million paid in wages and salaries.

Overall, the proposal's development is estimated to provide full-time work for more than 400 people for 5 years, generating nearly $180 million in wages/salaries, and boosting GDP by $312 million.

4.6. Top 10 Industries by FTEs Employed

To better understand the likely impacts of the Rogerson Block development, Table 7 reveals the 10 industries likely to experience the greatest employment boosts. Those top 10 industries account for nearly three-quarters of all full-time employment generated by the proposal's development, with the balance spread across numerous other sectors.

Table 7: Top 10 Industries by Annual FTEs Generated during Development

Industries	**Annual FTEs**	**Shares**
Construction services	99	25%
Non-residential building construction	53	13%
Heavy and civil engineering construction	37	9%
Residential building construction	29	7%
Fabricated metal product manufacturing	18	5%
Scientific, architectural, and engineering services	16	4%
Public order, safety, and regulatory services	12	3%
Wood product manufacturing	11	3%
Petroleum and coal product manufacturing	9	2%
Employment and other administrative services	8	2%
Top 10 Subtotal	**293**	**73%**
All Other Industries	110	27%
All Industries	**403**	**100%**

4.7. Indicative GST Payments

Finally, we estimated indicative GST payments potentially associated with the Rogerson Block development. This is difficult to do accurately, though, because such payments depend on factors not explicitly captured in our analysis. That said, a broad-brush, indicative estimate can be derived from the GDP generated, which was $312 million. Applying the current (15%) GST rate to this figure gives an indicative GST payment of $47 million in today's dollars.

5. Ongoing Impacts of Future Uses

This section estimates the annual impacts of the proposal's future non-residential uses once built out.

5.1. Introduction

In addition to the one-off economic impacts of the proposal's development just estimated, the proposed industrial area will also sustain significant ongoing economic activity over time. Accordingly, this section briefly estimates those impacts in terms of annual contributions to GDP, jobs, and wages.

5.2. Methodology

We estimated the potential annual economic impacts of future activity sustained at the Rogerson Block development by:

1. Quantifying the land areas of the various activities that might establish in the industrial area. e.g. light industrial and supporting commercial.

2. Overlaying "land per worker ratios" for each activity type from the latest Business Capacity Assessment (**BCA**)[4] to derive total workers per area at full build-out.

3. Applying the same economic multipliers from the previous section to translate future ongoing employment into corresponding measures of annual GDP and wages/salaries.

4. Summarising the findings in tables, etc.

We now briefly work through each step.

5.3. Inputs & Assumptions

Table 8 shows the land areas and land per worker ratios used in our analysis. Together, they indicate that the development's industrial area could sustain employment for approximately 795 workers at full build-out, mostly in light industrial, but also in some supporting commercial.

Table 8: Industrial Land Areas and Workers at Full Build Out

Activity	Total Land ha	Land/Worker	Future Workers
Light Industrial	17.9	300	595
Commercial	2.0	100	200
Totals	**19.9**	**n/a**	**795**

5.4. Annual GDP, Jobs, and Wages

Next, Table 9 summarises the annual economic impacts of future activity sustained at the Rogerson Block in terms of FTEs employed, GDP contributed, and wages generated.

[4] Available here: www.futureproof.org.nz/assets/Future-Proof/Resources/BusinessDevelopmentCapacityReportApril24.pdf

Table 9: Estimated Annual Economic Impacts of Rogerson Block's Industrial Area (at full build-out)

Activity	Jobs	FTEs	GDP $m	Wages $m
Light Industrial	595	562	$117	$49
Commercial	200	158	$13	$9
Totals	**795**	**720**	**$130**	**$58**

In summary, the Rogerson Block's industrial area could sustain the following activity at full build-out:

- Full-time employment for 720 people;
- Annual GDP of $130 million; and
- $58 million paid annually in salaries / wages.

5.5. Indicative GST Payments

Finally, we estimated indicative/ballpark GST payments of $20 million.

6. Housing Market Impacts

This section assesses the likely impacts of the proposal on the local housing market.

6.1. Significant Boost in Housing Supply

Hamilton City's population is the fourth largest of New Zealand's 67 territorial authorities, but it has the smallest land area, so its population density is the highest by far. Accordingly, there are limits on the extent to which the city's future growth can readily be contained within its borders. At the same time, sub-regional[5] residential land and house prices have risen significantly over recent years, which has led to significant affordability issues, particularly in Hamilton.

The proposal acknowledges and directly responds to the need for more residential land to meet growth in demand over time, by enabling the development of approximately 205 new homes. All other things being equal, this supply boost will help the market to be more responsive to growth in demand, thereby reducing the rate at which city house prices grow over time (relative to the status quo).

To assess the significance of this supply boost, we used data from a Tier 1 city Council in the North Island, which details the nature and scale of all residential subdivision consents granted there over the past six or seven years. The data covered 1,666 consents and enabled the creation of nearly 13,000 new residential lots.

Of those 1,666 consents:

- The median number of new lots created was only 4;
- Only the top 10% provided 10 lots or more;
- Only the top 3% provided 30 lots or more; and
- Only the top 1% provided 75 lots or more.

Based on these data, and drawing on our vast experience with more than 80 residential subdivisions across New Zealand over the past 20 years, we have derived the following rules of thumb for assessing the significance of development proposals:

- 15 to 30 lots represent a significant increase in capacity;
- 30 to 100 lots represent a highly significant increase; and
- More than 100 lots represent an extremely significant increase.

Applying these rules of thumb to the proposal, it follows that the 205 additional residential dwellings enabled by the proposal represent an extremely significant increase in development capacity.

6.2. Competitive Land Markets

In addition to directly boosting dwelling capacity, the proposal will also help to foster competition in the local land market. This is important because, as recognised through Objective 2 of the National

[5] i.e., the Future Proof sub-region, comprising Hamilton City, Waipa District and Waikato District.

Policy Statement on Urban Development (**NPS-UD**), competition is the cornerstone of economic efficiency. When the land market becomes more competitive, land developers have a greater incentive to bring their product to the market in a more timely and cost-effective manner, thus further helping to keep city housing as affordable as possible.

Absent competition, landowners experience "market power", which enables them to charge more for land and be slower in releasing it to the market. Both outcomes conspire against affordability and reduce the overall efficiency of the housing market.

6.3. Providing for a Range of Dwelling Types

The proposal also enables a wide range of dwelling types and sizes to be constructed on the land over time, such as terraced, duplex, and detached dwellings. This diversity of end use helps the proposal give effect to Policy 1(a)(i) of the NPS-UD, which requires planning decisions to contribute to well-functioning urban environments that provide a variety of homes to meet the needs of a diverse population.

Importantly, the proposal includes sections that are considerably smaller than the existing city housing stock, with an average section size of 300 m^2 compared to a citywide average of approximately 800 m^2. Developments like this are critical to providing a range of smaller and more affordable dwellings to meet Hamilton's rapidly evolving needs.

7. Wider Economic Impacts

This section considers a range of wider economic impacts of the proposal.

7.1. Significant Boost in Industrial Supply

According to the latest Business Development Capacity Assessment prepared for the Future Proof Partners, Hamilton City has insufficient industrial land available to meet expected demand across most of its existing industrial areas. This includes the Frankton industrial node, immediately northeast of the subject site, where land supply is deemed insufficient over the short-, medium-, and long-terms.[6]

The proposal responds to the need for more industrial land in this location by providing 30 new industrial lots of various sizes. This enables the development of approximately 79,500 m^2 of new industrial floorspace, which will help keep pace with demand over time. This, in turn, will help ease land supply constraints, support a more responsive industrial market, and improve access for businesses seeking to invest or expand.

7.2. Providing for a Range of Industrial Uses

The proposal provides a range of industrial lot sizes, thereby enabling a variety of activities to establish on the site. Smaller lots (less than 5,000 m^2) are likely to be suitable for small-scale manufacturing, repair workshops and wholesale businesses, while larger lots may suit light industrial workshops, warehouses and commercial showrooms. This, in turn, helps give effect to Policy 1(b) of the NPS-UD, which requires planning decisions to contribute to well-functioning urban environments that enable a variety of sites that are suitable for different business sectors.

7.3. Critical Mass and Support for Nearby Centres

The proposed development is located less than five kilometres southwest of the Hamilton CBD, which is the commercial heart of the Waikato region. As future development enabled by the proposal occurs and new residents move to the area, they will help create critical mass to support the ongoing health and vitality of nearby centres, including the CBD.

7.4. Land Use Efficiency

The medium-density nature of the proposed residential development represents an efficient use of the site's land. This helps give effect to Principle 2.5 of the updated Future Proof Strategy, which is to "promote increased densities in new residential development and more intensive redevelopment of existing urban areas."[7]

7.5. Project Acceleration

Not only will the proposal provide meaningful employment for a wide range of local workers, as illustrated earlier, but it will likely progress considerably faster via the FTAA process than would otherwise be the case. Absent fast-track approval, the proposal is likely to be subjected to a protracted

[6] M.E Consulting. (2024). *Business Development Capacity Assessment 2023* (p. 94). Future Proof Partners: Hamilton City, Waikato District, Waipa District and Waikato Regional Council.
[7] Future Proof, *Future Proof Strategy: Future Development Strategy Update 2024 – 2054,* 20.

resource consent process that would invariably take significantly longer. Accordingly, the proposal enables the project to commence sooner, thereby allowing the associated economic benefits to be realised sooner too.

7.6. Alignment with Strategic Direction

The proposal aligns with the Future Proof Strategy, which explicitly recognises the SL1 growth cell as a strategically significant area for urban expansion. Table 9 of the strategy identifies SL1 as part of Hamilton's urban enablement area under the NPS-UD, with planned intensification supported by future public transport. Its inclusion in Future Proof, and the support it has from the development community, signals a high level of planning certainty and infrastructure readiness. This reduces delivery risk, increases investor confidence, and helps attract earlier and more sustained private sector investment. In this way, strategic recognition not only supports alignment with planning documents but also contributes to more efficient and timely economic outcomes.

7.7. Support for Strategic Infrastructure Delivery

The proposal may also support the delivery of regionally significant infrastructure, particularly the Southern Links transport corridor, which has been identified in the Government Policy Statement on land transport 2024-34[8] as a Road of National Significance. The SL1 Growth Cell, within which the Rogerson Block is located, spatially integrates with this planned corridor. By bringing forward residential and industrial development at scale within SL1, the proposal helps strengthen the business case for Southern Links by anchoring future travel demand, supporting mode shift objectives, and enabling more efficient staging of supporting infrastructure.

7.8. Highest and Best Use of Land

The proposal will also enable the land to be put to its highest and best use, which is a precondition for economic efficiency to hold in the underlying land market.

7.9. Investment Signal Effects

Finally, we note that the development will provide a strong signal of confidence in the district economy, which may help spur on, accelerate, or bring forward other developments, including those within the wider SL1 growth area.

[8] Available here: https://nzta.govt.nz/projects/southern-links/

8. Conclusion and FTAA Criteria Checklist

8.1. Conclusion

The proposal enables a mix of residential and industrial development within the SL1 growth cell, supporting both housing and employment objectives in a strategically planned area. Specifically, the proposal:

- Supports the delivery of regionally significant infrastructure (e.g., the Southern Links corridor);
- Makes a meaningful contribution to housing supply and urban form;
- Generates significant regional economic benefits; and
- Aligns with adopted spatial and planning strategies.

By progressing through the Fast-track process, these benefits can be realised sooner and more efficiently than under traditional consenting pathways. On that basis, we consider the proposal meets criteria 22(2)(a)(ii), (iii), (iv), and (x) of the FTAA, and we support it on economic grounds.

8.2. FTAA Criteria Checklist

The following table provides a signpost to where each of the relevant criteria listed in Section 22(2)(a) of the FTAA are addressed in this report.

Table 10: Assessment Against Section 22(2)(a) Criteria of FTAA

Ref	Criterion	Signpost
(i)	Identified as a priority project in government plans or strategies	n/a
(ii)	Delivers new or supports existing regionally/nationally significant infrastructure	Section 7
(iii)	Increases housing supply, addresses housing needs, or contributes to a well-functioning urban environment	Section 6 & 7
(iv)	Delivers significant economic benefits	Sections 4, 5, 6 & 7
(v)	Supports primary industries, including aquaculture	n/a
(vi)	Supports development of natural resources, including minerals and petroleum	n/a
(vii)	Supports climate change mitigation (e.g. reducing greenhouse gas emissions)	n/a
(viii)	Supports climate change adaptation, reduces risk from natural hazards	n/a
(ix)	Addresses significant environmental issues	n/a
(x)	Consistent with local/regional planning documents and spatial strategies	Section 7